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## The Daily Press.

HONGKONG, MARCH 1st, 1906.

INADVERTENTLY, a footnote we had prepared for our earliest telegram of February 26th, announcing the massacre at Nanchangfu, in Kiangsi, was mislaid and omitted. We had intended to point out that while publishing that telegram, we could not countenance the careless suggestion in the words, "the magistrate either committed suicide, or was attacked and killed by the French priests." It is always difficult to get straight-forward evidence from the interior, and when it comes via Shanghai, it must be expected to become further entangled. In this case, we suspect similar wickedness to that which inspired the scandalous story in connection with the "Lienchow massacre. A statement that French priests did kill this Chinese magistrate would not have appeared so transparently malicious; it might be hearsay, it might be a mistake, it might even be true. But after careful contemplation of the moral aspect of this incident, we have no doubt which is the more vicious and wicked, a French priest guilty of a Chinaman's death, or the man (presumably also a teacher of men) who first penned those words, "either committed suicide or was attacked and killed by the French priests." The very insolence of that, we think, betrays its origin. It is not certain, according to our message, that the Chinese magistrate was murdered at all; but if he was, the murder must have been committed by the French priests. That is what it says, and obviously, that would be the remark of some person who did not love the French priests. Another account says "a Roman Catholic" stabbed the magistrate. This we would read as indicating a native, which is much more likely

to have been the case, from all that we have been hearing of the modern temper of the native populace. If the proof of the religious origin of the massacre depends upon this, our idea that religion had nothing at all to do with it is likely to remain unassailed. We may mention, mainly to show our absolute impartiality, in the premises, that the difference between a Chinese Roman Catholic and a Chinese Protestant is something less than the difference between Tweedledum and Tweedledee. This expression of opinion should avert from us the suspicion (which would be unwelcome) that we hold a brief for the French or any other priests. It is the instinct of justice and fairplay which prompts our protest against these contemptible and frequently recurrent allegations against a body of men whose doctrines, more than their conduct, are unpalatable. It is unnecessary to invent religious differences to account for the outbreak, in view of the present condition of China. The position has been explained over and over again; how the proletariat still dislikes the foreigner, and is drawing a false moral from Japanese success; how the young students, whom a little foreign learning seems to make mad, have been inflaming their illiterate countrymen with iconoclastic patriotism. In addition, there is especial significance in the report that for some time previous there had been "much indignation" everywhere along the line from Kwangsi (through Kiangsi) to Peking because of the presence of three thousand French soldiers at Lungchow.

Weismen in the Colony celebrate St. David's Day by a dinner to-night.

Twenty one undesirable, deported from the Straits Settlements, passed through the hands of the local police yesterday.

Two fresh cases of plague were reported yesterday, bringing the total for the two months of 1906 up to 32. One proved fatal.

At the Union Church Literary Club to-night Mr. J. L. McPherson will read a paper on "Books and their worth." Mr. J. R. Wood will preside.

A Board of Officers will assemble at Mount Austin Barracks to-day for the purpose of investigating the cause of a fire which occurred in the armorer's shop.

Mr. J. L. McPherson, General, at the head of the troops along the frontier, and the Government are now considering the matter.

Lieut. C. E. Burton, 129th Baluchis, passed the obligatory test in Pukhtia in accordance with Army Regulations (India) at an examination held in the South China command on the 28th ult.

The gun practice arranged for yesterday was cancelled, but Orders announce that it will be carried out on Friday (in conjunction with combined practice from Stonecutters) in a westerly direction by No. 4 Coy H. K. S. B. R. G. A.

The profit and loss account and balance sheet of the Onaka Shosen Kaisha, Limited, for the half year ending 31st December, 1905, has just been issued. A net profit of ¥146,537 is shown on the six months' working after ¥303,000 has been carried over to the reserve and depreciation funds.

It was rumoured in the city yesterday that the E. and A. Co.'s s.s. *Australian* had gone aground in the Torres Straits. From inquiries made at the agents, Messrs. Gibb, Livingston and Co., we learned that she did touch bottom, but was not seriously damaged and is expected to arrive here on time.

The Tokyo Municipality has decided to obtain a loan of Yen 10,000,000, from America, for improvements to the water supply, harbour, and other public works. Negotiations are being conducted by Baron Shibuzawa, Director of the First Bank, and Mr. Soeda, of the Industrial Bank, with American capitalists.

By kind permission of Lt. Colonel C. H. U. Price, D.S.O., Commandant, and Officers of the 129th D.C.O. Baluchis, the Band of the regiment will play the following programme at the U.S.R. Club, Kowloon, to-day, commencing at 4 p.m.:—  
March ... "The Daughters of the Guard" ... Suppe  
Overture ... "Flotte Barocco" ... Suppe  
Song ... "Pansy Faces" ... Penn  
Selection ... "The Duchess of Dantzic" ... Carill  
Valse ... "Nagana Rose" ... Berger  
Serenade ... "The Forsters" ... Ellenberg

By kind permission of Lt. Col. Aitkin and Officers of the Band of the 119th Infantry will play the following programme of music at the King Edward Hotel, during dinner, on Thursday evening (weather permitting):—  
March ... "The Sirdar" ... A. Beer  
Overture ... "Pansy Faces" ... Suppe  
Waltz ... "Out of Tune" ... Berger  
Selection ... "Ruy Blas" ... Suppe  
Song ... "I Dreamt a Dream" ... Cooke  
New Round Dance ... "The Vesta" ... Morris  
DINNER MENU.—Hors D'œuvre.—Scotch Egg on Toast. Soups.—Turtle, Vegetable. Fish.—Boiled Canadian Salmon and Butter Sauce. Entree.—Roast Pigeon on Toast, Roast Mutton and Macaroni Pudding. Fats de foie gras au Aspic. Curry.—Minced Beef. Joint.—Roast Australian Leg of Mutton and Currant Jelly. Roast Capon and Ham. Cold Meats.—Corned Beef, Sounded Pig's Feet. Salad.—A la Germane. Vegetables.—Boiled Potatoes, Mashed Potatoes, Beans, Cabbage, Boiled Rice. Extraneous.—Victoria Pudding, Almond Tartlet, Strawberry Ice Cream, Fruit and Finger Cakes, Cheese, Tea, Coffee. Preserved Ginger.

It is reported that Baron Sayematsu, who was in England as Special Envoy throughout the war and recently returned to Japan, will be appointed Ambassador to Rome.

The Waiwupu has received an extraordinary message from the Governor of Hunan, that the British Consul, acting under instructions from the British Minister, has notified Mr. Bennetts that he must leave Changsha city.

Japanese shipowners say the *Nagasaki Press* are experiencing some difficulty in profitably employing the steamers released from Government charter. The North-China ports being not yet free from ice add to their embarrassment. Many of them are contemplating running their vessels to Vladivostok as there is plenty of cargo and a fair number of passengers, but the rates are being considerably lowered by the competition.

According to certain newspapers, the Japanese Government intends introducing a bill into the Diet to alter the ratio of silver to gold which was fixed when the gold standard was established in 1890. It is proposed to change the ratio from 23.75 to 23. This alteration will entail changes in the present silver coinage. The fifty and twenty sen pieces will be lessened in weight and size by about one-third. The ten sen pieces, however, will not be altered, as a reduction in their size might be found inconvenient. It is understood that the proposals are made partly with a view to making the fifty sen and twenty sen pieces more suited for convenient use and partly to secure a truer equilibrium between the ratios. As the value of the fifty and twenty sen coins now current is about ¥5,000,000, the profit which the Government will ultimately obtain by lessening the weight is estimated at about ¥16,000,000.

## SUPREME COURT.

Wednesday, February 28th.

IN ORIGINAL JURISDICTION.

BEFORE SIR FRANCIS PIGOTT (CHIEF JUSTICE).

**THE FEAK TEAMWAY LITIGATION.**  
The action at the instance of D. E. Brown and others against the Hongkong High Level Tramway Company and Messrs. J. D. Humphreys and Son was called to-day, but after consultation between the parties the case was adjourned till Monday, 12th March, owing to the illness of Mr. Ewens, the principal witness.

## POLICE COURT.

Wednesday, February 27th.

BEFORE MR. F. A. HAZLEND (CLERK OF POLICE MAGISTRATE).

**A QUESTION OF BOUNDARY.**  
Mr. P. W. Goldring (of Messrs. Brutton, Hett and Goldring) proceeded against eight Chinese fishermen on a charge of stealing oysters from the beds at Deep Bay.

Mr. A. J. Gardner (of Mr. O. D. Thomson's office) appeared for the defendants, who pleaded not guilty.

Mr. Goldring applied for an adjournment of the hearing as he had been unable to get the requisite plans. It was a question of boundary.

The application was granted, each defendant being admitted to bail in the sum of \$50.

**CAUGHT IN THE ACT.**  
Detective Sergeant Torrell charged a coolie with stealing an umbrella from the s.s. *Hongkong*.

The detective stated that while on duty on the Praya he saw the defendant jump through the porthole of the *Hongkong* as she was leaving the wharf. He carried two umbrellas. At the same time he heard someone on the steamer shouting "stop thief," and arrested the defendant. The steamer put back and complainant landed and identified his umbrella.

The defendant was found guilty and sentenced to three weeks' imprisonment with hard labour and six hours' stocks. His Worship also recommended him for banishment.

**FIGHTING.**  
At the instance of Inspector Collett two natives were charged with fighting in Des Vaux Road West.

His Worship (to defendants)—Were you fighting?—No.

The lunking who arrested defendants was called and said they were fighting when he appeared on the scene. Both men's noses were bleeding.

First defendant—Yes, your Worship, the second punched me on the nose.

Second defendant—And the first punched me on the nose, your Worship, and made it bleed. His Worship—You will each pay a fine of \$5, or go to gaol for fourteen days.

BEFORE MR. C. D. MELBOURNE (SECOND POLICE MAGISTRATE).

**PERVERTING JUSTICE.**  
His Worship delivered judgment in the case in which Lo Lai Chan, Lo Chi San and Lo Lak Hing were charged with unlawfully conspiring, contriving, confederating and agreeing with Lan Chi San and others to obstruct, pervert or defeat the due course of public justice.

Mr. P. W. Goldring (of Messrs. Brutton, Hett and Goldring) prosecuted, and Mr. H. E. Pollock, K.C., instructed by Mr. C. F. Dixon (of Mr. John Hastings' office), represented the defendants.

His Worship said he had considered the authorities in the case, and would commit the defendants to trial.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## THE MASSACRE OF MISSIONARIES.

SHANGHAI, February 27th.

The Missionary refugees from Nanchang, numbering 33 in all, arrived at Kowking to-day.

The French gunboat *Descaartes* and the American gunboat *Quiros* left Shanghai to-day for Kowking where they will join the British gunboats *Clio* and *Teal*.

## FRANCE AND GERMANY.

FURTHER POURPARLERS REFUSED.

LONDON, February 27th.

France has refused further pourparlers with Germany with reference to the Morocco question.

## KING EDWARD VII.

LONDON, February 27th.

The King stays in Paris two days on his way to Biarritz.

## THE SOUTH AFRICAN MUDDLE.

LONDON, February 27th.

Lord Milner says he cannot now think of the future of South Africa without great anxiety.

The Stock Exchange is depressed, and African mines falling rapidly.

## GREAT STRIKE AT DUNDEE.

LONDON, February 28th.

Upwards of 23,000 jute mill operatives have gone on strike to-day at Dundee.

## THE FRENCH BANK FRAUDS.

LONDON, February 28th.

Gallay, the French bank clerk, who twice was sentenced to a large sum of money, hired a yacht, and sailed in it to South America, whence he was extradited, has been sentenced to seven years' imprisonment. Mlle. Merelli, an actress, who was the companion of his voyage, has been acquitted.

## MARRIAGE OF PRINCE BITEL OF GERMANY.

LONDON, February 28th.

The marriage of Prince Bitel Friedrich, second son of the Emperor of Germany, took place to-day.

[REUTERS' SERVICE.]

## THE MOROCCO CONFERENCE.

LONDON, February 26th.

It is stated in Vienna that Austria and Russia have endeavoured to induce Germany to meet the demands of France in regard to policing Morocco, and that Austria will not support Germany unless Germany changes her policy.

## ROYAL HONGKONG GOLF CLUB.

The monthly competition for the Captain's Cup and May Cup was held on the 25th February, when the following returns were made:—

CAPTAIN'S CUP.	
* Mr. W. W. G. Ross	88 - 12 = 76
Mr. T. B. Norris	90 - 9 = 91
Mr. J. Clarke	83 - 1 = 82
Mr. C. M. G. Burnie	82 + 1 = 83
Mr. H. Wilson	101 - 18 = 83
* Winner of Cup and Pool.	
MAY CUP.	
* Mr. P. Tester	105 - 18 = 87
Mr. C. H. Gale	106 - 15 = 91
* Winner.	

## THE THEATRE.

The Bandmann Opera Company again demonstrated their all round excellence by a brilliant performance of "The Little Mishus" last night. This, the fourth selection of their repertoire, met with golden opinions from an appreciative audience, who enjoyed the choruses and solos and revelled in the jokes and funny antics of Mr. Harry Cole as Bagnolet. All the artistes were in good voice and form and certainly emphasised the claims to popularity which this comic opera undoubtedly possesses. Encores were numerous, and the performance was throughout punctuated by hearty laughter and cordial plaudits.

## THE CITY HALL.

The annual meeting of shareholders in and subscribers to the City Hall was held in the Hall last evening. Hon. Mr. C. W. Dickson presided, and there were also present—Hon. Mr. H. E. Pollock, and Messrs. H. N. Mody, N. A. Siebs and F. B. L. Bowley (secretary).

The secretary having read the minutes of the last annual meeting, The CHAIRMAN said:—Gentlemen,—The year under review has been a successful and the report and accounts now before us show clearly the present position of the institution. During the last four years over \$20,000 have been expended in structural repairs and internal improvements, and the building may be said to be in fair condition. The ceilings of the hall rooms and under the ball rooms are now constructed of cement plaster on metal lathing, and it is hoped that further expenditure in this direction will be unnecessary for many years. The re-construction of the eastern verandah is also a valuable and permanent improvement to the building. It will, however, be necessary to expend a considerable sum shortly in re-decorating the building internally and externally. The accounts show a general diminution in revenue, particularly in theatre rents as compared with last year, still the substantial sum of \$10,000 was collected from this source, which is peculiarly liable to fluctuation owing to the erratic movements of travelling theatrical companies upon whose visits the City Hall largely depends for its revenue. The City Hall comes in for a large amount of adverse criticism, but it must be remembered that its funds are limited and its revenue uncertain, so that it is necessary for the committee to carefully control the expenditure. In the course of the 36 years during which the building has been open the shareholders of the City Hall have received no interest on their capital, and the object of the committee has always been to meet the requirements of the community of Hongkong as far as the means at their disposal permitted. During the early years of the institution the accounts always showed a debit balance, but under the careful management of Mr. H. L. Denny, who was secretary for 23 years, this position was reversed and a small reserve fund of \$15,000 was gradually built up. Last year the committee decided to limit the reserve to the sum named with the object of applying any surplus of revenue over expenditure towards improvements. The library and museum have been freely criticised, but in view of the fact that (with the exception of a grant of \$1,200 from the Government) there are no funds other than the surplus of revenue above-mentioned for the maintenance of these institutions, the committee consider that their condition is as good as can be expected, having regard to the extremely difficult climatic conditions.

During 1905 considerable improvements have been effected both in the museum and library, and that they are appreciated by a large section of the public is shown by the figures quoted in the report. Another charge brought against the City Hall is that it is not now large enough for the wants of the Colony. In so far as the library and museum are concerned this may be true, but the theatre easily accommodates the average audience and is only really full on two or three evenings in each year, while the assembly rooms have proved amply sufficient for all the public meetings and entertainments that have been held in them with the exception of the St. George's and St. Andrew's Balls. At each of these balls the crowding is perhaps inconvenient, but it would surely be extravagant to build an enormous new hall room for the purpose of obviating this slight inconvenience during a few hours in each year. If a suitable building were provided elsewhere for the museum and library, the accommodation of the City Hall would be ample for all ordinary purposes. The committee will continue in their endeavour to effect all such improvements in the institution under their care as are consistent with its economical management, having due regard to the various and many-sided wants of the community. I regret very much to tell you that after to-day we lose the valuable services of our secretary, Mr. Bowley, who owing to the pressure of other engagements finds it necessary to resign, and I take the opportunity of recording our high appreciation of the interest he has taken in the work and the care he has giving it during his whole term of office. I now propose that the annual report and accounts be passed.

Mr. POLLOCK seconded, and the motion was carried.

A vote of thanks to the Chairman, proposed by Mr. Mody, concluded the meeting.

## HONGKONG VOLUNTEER RESERVE ASSOCIATION.

GOVERNOR'S CUP 1905.

Mr. W. D. Braidwood put in the highest card for the 1905 Governor's Cup for February and is thus entitled to hold the Cup during March. He also wins one of the spoons presented by the Association, while Mr. Blouey takes the second spoon.

Below are the principal scores:—

W. D. Braidwood	49 + 20 = 69
A. Blouey	58 " 10 = 66
J. H. Pigdon	62 scr. = 62
J. Whittall	54 + 6 = 60
W. H. T. Davis	53 " 6 = 59
E. W. Stabbings	56 " 2 = 58
J. W. Torrey	44 " 14 = 58
G. M. Harston	34 " 24 = 58
Sir Francis Piggett	51 " 4 = 55
A. W. J. West	49 " 6 = 55
J. McCubbin	41 " 14 = 55
W. Goodfellow	46 " 6 = 52
H. W. Fraser	42 " 10 = 52
Dr. Evans-Jones	43 " 8 = 51

## MARINE MAGISTRATE'S COURT.

Wednesday, February 28th.

BEFORE HON. CAPTAIN L. A. W. BARNES-LAWRENCE (MARINE MAGISTRATE).

**A GROSS NEGLECT OF DUTY.**  
T. W. Robertson, superintendent engineer of the Star Ferry Co., Ltd., charged An Tuan, engineer of the *Morning Star* with negligence on board the said ferry launch.

T. W. Robertson, sworn, said that on the 17th instant he was a passenger on the *Morning Star*. He went on the lower deck and looked down into the engine room where he saw the fireman on duty working the engine. He then went below to see if the engineer was in attendance. When the fireman had started the engine he went to the stokehold, which is in a different compartment. Witness remained in the engine room from the time the vessel left Hongkong until arrival at Kowloon, and during that time there was no one in the room but himself. When entering between wharves No. 2 and 3, the fireman worked the engine until they entered the harbour. When witness returned to the main deck after they had got alongside, the engineer passed him, having presumably been informed that he had been in the engine room. Witness cautioned him, and explained to him the necessity of remaining at his post.

C. Xavier said he was crossing to Kowloon in the *Morning Star*. He in part corroborated the testimony of the previous witness, and stated further that when the ferry boat made fast at Kowloon he sent the fireman to call the engineer. The latter came out of his bunk and was making for the engine room when witness stopped him and asked what was the matter. He made no reply, and witness said he would report him.

In reply to his Worship, Mr. Robertson stated that there were two engineers for each vessel each of whom ran fourteen hours per day.

Defendant said that on the first occasion he was only out of the room about eight minutes, during which time he was examining the bearings. The fireman did his duty for the trip. On the second occasion he was in the engine room all the time, and had a fireman to help him; the latter was there to learn how to work the engine.

To his Worship—There were enough firemen in the stokehold without this man. He could see that there was one there.

Mr. Robertson, recalled, said there were two firemen on each vessel, who took turns of duty in the same way as the engineers.

An Tuan said the man in the stokehold did not belong to the Company's service. He did not ask the fireman to assist him, but he was in the habit of doing so. Defendant only went to his cabin for a few minutes to get some towels, and this was when the *Morning Star* was half-way across the harbour. The fireman looked after the engines while he was away.

His Worship, in summing up, said that both complainants showed a very gross neglect of duty. The first case was admitted, while in the second the defendant in his own evidence did not adhere to the truth, his second statement contradicting his first. To have the engine room under the circumstances brought to light was an unpardonable offence, and one which might have endangered the lives of the passengers on board at the time. The defendant's certificate would be cancelled.

Addressing Mr. Robertson, his Worship said he would be glad if that gentleman would cause a notice to be posted in the engine rooms of the ferry boats summarising the offence and its punishment.

## SINGAPORE HARBOUR SCHEME.

The Legislative Council of the Straits Settlements discussed last Friday proposals for the improvement of Singapore harbour. The Acting Colonial Secretary moved "That this Council approves the acceptance of the tender of Sir John Jackson, Limited, for the construction for a sum of £1,030,000 of the works for the improvement of Singapore Harbour as proposed in the report of Messrs. Coode, Son and Matthews dated the 15th February, 1904, excluding the South and East Moles, as recommended by the Consulting Engineers in the telegram from the Crown Agents for the Colonies dated 13th February, 1906, printed as Council Paper No. 6 of 1906, the depth alongside the quay to be 18 feet admitting of a depth of 20 feet hereafter by further dredging and on the understanding that the contractor agrees to construct the two outer protection moles if required by the Colonial Government within two years from the acceptance of the tender.

The debate was adjourned.

## THE CASE AGAINST CAPTAIN RINDER.

According to a telegram from Seattle decision has been rendered by the United States Attorney General in the case brought against John H. Rinder, captain of the Great Northern Oriental liner *Minnetonka*, in San Francisco, to have his naturalization papers cancelled, the grounds are insufficient to warrant the cancellation of his naturalization papers and further action has been dropped by the United States court at San Francisco.

## LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Bayern*, carrying the German mails with dates from Berlin of the 30th Jan. left Singapore on Tuesday, at 8 a.m., and may be expected here on or about Saturday, the 3rd March, at 9 p.m.  
The N. D. L. str. *Stadiger* is due here on Sunday, at 8 a.m., and str. *Gera* is due here on Sunday at noon.  
The H. A. L. str. *Dacia*, from Hamburg, left Singapore for this port on the 27th February, a.m., and may be expected here on or about the 5th March, a.m.  
The A.L. str. *Austria* left Shanghai for this port on the 27th February, p.m., and is expected here on Saturday, the 3rd March, a.m.  
The I. G. M. str. *Zoon*, which left here on the 28th ult., at noon, arrived at Genoa on Tuesday, the 27th inst., at noon.



## SHIPBUILDING AT HOME AND ABROAD.

From Mr. John Lambert, Lloyd's agent at Hongkong, we have received a copy of the Annual Summary of Shipbuilding at Home and Abroad for the year 1905. As it affords very interesting reading showing that we are more than holding our own in this important industry, we give the following from the report:—

## UNITED KINGDOM.

During 1905, exclusive of war ships, 755 vessels of 1,623,168 tons gross (viz., 737 steamers of 1,604,798 tons and 18 sailing vessels of 18,372 tons) have been launched in the United Kingdom. The war ships launched at both Government and private yards amount to 23 of 129,301 tons displacement. The total output of the United Kingdom for the year has, therefore, been 823 vessels of 1,729,699 tons. War ships are excluded from consideration except where they are specially mentioned.

The output of mercantile tonnage in the United Kingdom during 1905 shows the greatest increase of 418,000 tons on that of last year, and is the highest on record. The previous record tonnage for mercantile vessels (1,524,739 tons) was reached in 1901, and the present figures are 58,429 in excess of that total. As regards war vessels, however, the total for 1905 is 18,372 tons less than in 1901.

It may be mentioned that 99.9 per cent. of the tonnage launched has been built of steel, and that 98.87 per cent. is composed of steam tonnage.

Of the total output, 1,261,316 steam tons and 42,779 tons of sailing tonnage, or 1,304,095 tons in all (nearly 75 per cent.) have been built for registration in the United Kingdom. In this connection, it should be noted that the cases of United Kingdom vessels lost, broken up, etc., during the twelve months ended November, 1905, according to the Registrar General's Returns, reached a total of 546,000 tons (457,000 steam, 89,000 sailing), and during the same period 12 steamers of 42,779 tons were lost through capture in the late war by the Japanese and Russian Navies (11 steamers of 39,038 tons by Japan and one of 3,741 tons by Russia). On the other hand, 3,700 tons (3,400 steam, 300 sailing) were built abroad for United Kingdom owners, and purchases from foreign and colonial shipbuilders for the same period amounted to 18,500 tons (15,500 steam, 3,000 sailing). The sailing tonnage of the United Kingdom would thus appear to have decreased by about 127,000 tons, and the steam tonnage to have increased by 592,000 tons. The net increase of United Kingdom tonnage during 1905 is therefore about 465,000 tons. For the previous five years the estimated net increases were as follows:—1900, 220,000 tons; 1901, 543,000 tons; 1902, 643,000 tons; 1903, 405,000 tons; 1904, 408,000 tons.

In 1905, 214 per cent. of the total output has been acquired by foreign and colonial shipbuilders, as compared with 184 per cent. in 1904, 18 per cent. in 1903 and 1902, 23 per cent. in 1901 and 1900, 19 per cent. in 1899, 22 per cent. in 1898, and 25 per cent. in 1897. Germany has provided in 1905 the largest amount of work for the shipbuilders of the United Kingdom, viz., 15 vessels of 85,000 tons (nearly 54 per cent. of the total output). Next comes Norway with 46,655 tons. The British Colonies occupy next place with 38,082 tons, and are closely followed by Austria-Hungary (33,421 tons), Sweden (33,097 tons), and Holland (32,761 tons).

The annual shipbuilding statistics of Lloyd's Register during recent years have illustrated the tendency towards the construction of steamers of large tonnage. During the four years 1898-1901, on average eight vessels of 6,000 tons and upwards were launched per annum in the United Kingdom; in the following four years 1902-1905, only three were launched in the four years 1898-1901; and 32 were launched during the four years 1902-1905. In 1905, however, the number of vessels launched of 6,000 tons and upwards was only 14, but it again rose in 1905 to 25 vessels of which 4 were of 12,000 tons and above.

At the present time there are under construction 37 vessels of 6,000 tons and upwards, of which 8 are of over 12,000 tons each. The largest steamers which have been launched during 1905 are the following:—*America*, 22,724 tons gross; *Cambria*, 19,524 tons; *Nieuw Amsterdam*, 17,140 tons; *Empress of Britain*, 14,500 tons.

Of the principal shipbuilding centres of the country, Newcastle takes the lead, showing an output of 310,391 tons. Then follow in order: Sunderland (205,169 tons), Glasgow (285,465 tons), Greenock (290,121 tons), Belfast (142,541 tons), Middlesbrough (132,748 tons), and Hartlepool (124,466 tons). In warship tonnage the leading ports stand thus:—Barrow (34,590 tons), Newcastle (31,033 tons), and Glasgow (33,550 tons).

The employment of the turbine method of propulsion to which attention has been drawn in previous statements has been steadily increasing. During 1905 steam vessels fitted with steam turbines have been launched in the United Kingdom. Their names are as follows:—*Cambria*, 19,524 tons gross; *Mahone*, 5,500 tons; *Binga*, 2,682 tons; *Dieppe*, 1,216 tons; *Invicta*, 1,680 tons; *Oswald*, 1,671 tons; *Viking*, 1,951 tons. The five last mentioned are Channel steamers.

In addition to the two large express steamers for the Cunard Company, there are the present under construction in the United Kingdom ten vessels of about 21,000 tons which are to be fitted with steam turbines.

The returns for the year under review include 22 vessels of the turret-deck type; 131 steam tugs (one of which—the largest yet built—is of 363 tons); and other fishing vessels; 30 dredgers, barges, etc.; 30 tugs; 15 yachts; and other vessels designed for special service.

Besides these, 45 vessels, varying in tonnage from 10 tons to 1,300 tons, and principally intended for river and harbour purposes, have been built in the United Kingdom and taken to pieces for export abroad.

As regards the movement of the shipbuilding industry during the course of 1905, Lloyd's Register returns show that, at the opening of the year, respectively of war ships, 1,016,880 tons (1,037,888 steam, 12,992 sailing) were built in the United Kingdom. The returns for the March quarter indicated an increase of nearly 202,000 tons in the work in hand; the June and September figures were better still, and at the year end the work in progress (viz., 1,355,541 tons) is more by 308,000 tons, or over 29 per cent., than it was twelve months ago, and has reached to within 58,000 tons of the work in hand in September, 1901, when the highest figure recorded in the history of the shipbuilding industry was attained. As regards the extent of war ship tonnage under construction, the country the highest total recorded by Lloyd's Register was reached in March, 1900, when 454,000 tons displacement were in hand. The total is now 262,025 tons.

From the latter statistics showing number of vessels (over 100 tons) built at colliers and foreign ports during 1905, it appears that there have been built abroad during the year, 525

steamers of 801,705 tons, and 256 sailing vessels of 90,049 tons, in addition to 90 war vessels of 233,410 tons displacement. These figures show an increase of about 109,000 tons as regards merchant vessels as compared with those for 1904. This increase, which affects the output of most countries is not, however, shared by the British Colonies, nor France, the total tonnage of the former showing a reduction for the year of 20,000 tons. Among foreign countries, the three leading places are held by the United States of America (203,000 tons), Germany (255,000 tons), and France (73,000 tons).

The total output of war vessels shows a reduction of about 74,000 tons displacement on the figures for the preceding year.

The total mercantile tonnage reported from the United States shows an increase of over 64,000 tons on that of the previous year, which accounts for 58 per cent. of the total increase in the colonial and foreign output for 1905. The most noticeable feature in the output for the United States is the enormous increase which has taken place in the tonnage built for service on the Great Lakes, which from an average of 183,000 tons for the years 1901-3, had fallen to 49,000 tons in 1904, and has now reached the record total of over 195,000 tons. This total includes no less than 20 steamers of over 6,000 tons gross, whilst it may be mentioned that only 3 sea-going steel steamers (of between 2,000 and 3,000 tons) were launched on the coast. The warship tonnage launched in the United States during 1905, amounted to about 89,000 tons displacement, and with the exception of 1904, is the highest total ever launched in that country.

The largest steamer built in the world during 1905, viz., the *Kaiserin Augusta Victoria*, of 25,000 tons, has been launched at Stettin. There have also been launched in this country the steamer *Kronprinzessin Cecilie*, 8,739 tons, and four other steamers of over 6,000 tons. Germany has also launched the largest sailing vessel of the year, viz., the *Imperator*, 3,020 tons. The total output for 1905 (255,423 tons) shows an increase of 53,000 tons on that of 1904.

The tonnage launched in France (73,124 tons) in 1905 shows a decrease of 8,000 tons as compared with 1904. The present figures include the steamer *La Provence*, of 15,000 tons, launched at Penhoët (St. Nazaire), and five other steamers of between 3,000 and 7,000 tons. As was the case in the previous two years no total sailing vessel was launched in 1905.

In Italy 6,629 tons were launched during 1905. These figures include six steamers of over 5,000 tons, and show an increase on the output for the previous year of about 31,600 tons.

The total output for Norway (62,580 tons), is slightly higher than that for 1904 and is practically entirely composed of steamers of between 1,000 and 1,500 tons, the largest being one of 735 tons.

The total tonnage (44,135 tons) launched in Holland during the past year does not include vessels known to be exclusively intended for river navigation. These figures show a reduction of 11,500 tons on those for 1904. From returns received from that country it appears that the tonnage of barges, lighters and other river vessels launched during 1905 amounts to over 43,000 tons.

Adding the various tonnage totals of the world during 1905 (exclusive of war ships) appears to have been 2,414,922 tons (2,405,501 steam, 9,421 sailing). Lloyd's Register Wreck Returns for recent years show that the tonnage of all nationalities totally lost, broken up, etc., in the course of twelve months amounts to about 725,000 tons (430,000 steam, 295,000 sailing).

Compared with the net increase for the world, the net increase of 499,000 tons, as stated above, for the United Kingdom is equivalent to over 20 per cent. In the net increase of the world's steam tonnage, viz., 1,977,000 tons, the United Kingdom has shared to the extent of 592,000 tons, or 30 per cent. Of the tonnage launched during 1905, the United Kingdom has acquired nearly 51 per cent.; and of the new steam tonnage over 52 per cent.

Of the vessels launched during 1905, 664 of 1,351,951 tons (including 49 vessels of 110,000 tons built abroad), have been built under the Society's inspection with a view to classification in Lloyd's Register Book.

CHINESE TROUBLE UNEXPECTED.

The same correspondent, we believe, who gave the N.C. Daily News timely warning of the Boxer troubles, now writes that there is no cause for alarm. He says:—The news transmitted by Reuters that the American Government fear internal troubles in China this year and are therefore preparing for such an emergency is ridiculous in all well-informed Chinese circles whether official or mercantile. So far as can be seen the only internal troubles that need be feared in this country will be of a local nature, such as anti-Christian outbreaks, which cannot spread beyond the localities.

True, the extreme end of the so-called Reform Party, headed by such theorists as Kang Yu-wei, Liang Chi-chao, Dr. Sun Yat-sen, and the like, have been trying to foment an anti-dynastic revolution in China by means of the aid which they hope to procure from the Chinese in the United States, Australia, and islands of the Pacific and Indian Ocean.

And, indeed, certain adventurous foreigners have even been engaged to act as officers and instructors of the proposed Revolutionary Army; but it will be found that when put to the test, these anti-dynastic intrigues will show themselves to be of the most dangerous for as good disciples of Confucius "to be filial sons" they dare not do anything to disgrace the symmetry of their persons, which have been given them by their parents, and shorten their usual height by a head, or give pain to their valuable carcasses, "because these carcasses were transmitted to them by their fathers and mothers, and to pain them would be to pain their parents." Such being the case, it will only be those who are foolishly envious to the ignorant instruments of the so-called Reformers who will suffer, if over any attempts be made to put matters to the test on Chinese soil. They will find that the country is quite satisfied with its present rulers and that those who have a true desire to bring about their country's progress—and they really are legion—are anxious to do so gradually, by educating the masses; in fact, to create a strong and wealthy and progressive Empire not by revolution but by evolution. Outsiders who know enough to see we are writing from a full knowledge of facts—if any attempts are made to disturb the status quo that these desiring a change of dynasty are only a mere drop in the ocean of humanity which people this Empire of the dragon flag.

## PARIS.

[FROM OUR CORRESPONDENT.]

January 19th.

## THE NEW PRESIDENT.

The election of M. Fallières—the ex-President of the Senate—to the Presidency, as the worthy successor of M. Loubet, has given general satisfaction. As anticipated, when at Versailles last Wednesday, all the Republicans voted solid for M. Fallières, who was proclaimed President of the Republic by 419 votes, while M. Doumer, the President of the Chamber of Deputies, only succeeded in receiving 371 votes. France is indeed to be warmly congratulated upon her choice; no better person could have been found to succeed M. Loubet, than M. Fallières. In alluding to the new President as "Loubet II," the French have indulged in no exaggeration, for no two men in character were more alike. M. Fallières, who, it will be remembered, was only last week elected President of the Senate—which is accurately regarded as the stepping stone to the Presidency—was the man whose career marked him out for the final honour; he has, above all, the merit of being a safe man—what this country specially needs at the present moment. M. Doumer, who was second at the poll, is a Colonial Governor of distinction, and therefore is popular with the Colonial and Nationalist parties, but neither in years nor in services is he the equal of M. Fallières; besides, he is not considered so trustworthy nor so experienced a politician as the new President. M. Fallières is the eighth President who has been at the head of the Third Republic, and unlike his four predecessors, he was the most eminent of the competitors. It is not too much to say that M. Fallières—marked out as the successor of M. Loubet, the more so as he is in possession of a blameless record.

France could not have chosen a better to preside over her destinies for the next seven years. The new President of the Republic was elected Deputy for the first time in 1876, and he has been successively Under-Secretary of State at the Ministry of the Interior, or Home Office, Minister of the Interior, or Secretary of the Home Office, and President of the Council. He has also held the offices of Minister of Public Instruction and Minister of Justice.

He was elected a Senator in 1899 in place of M. Loubet. Thus, it will be seen that M. Fallières was President of the Senate, just as M. Loubet was, when elected President of the Republic.

The new President, who promises to be an ideal chief, is 65 years of age, and is worthy of the nickname which the good-humoured Parisians have given him—that of "Loubet II."

—on account of his views being just what his policy is expected to be practically a continuation of the ex-President. Personally speaking, M. Loubet's successor is a very interesting individual, possessing two strong passions—shooting and reading. Nothing pleases M. Fallières more than to rally out in the morning with his gun, and in the evening, in quest of pastimes, and in the evening to sit quietly by the fireside at home, feasting upon the latest book.

He is a devotee of the arts, and knows all he is about the stage; he seldom visits a theatre, as he is always in bed by ten o'clock whenever possible.

M. Fallières in his spare moments indulges in painting, as well as in the writing of poetry. His only drawback—if drawback it can be called—is that he is abnormally stout; he consequently takes a deal of exercise. One of his favourite walks is along the quays or embankment, stopping now and then to examine some second-hand books and engravings, two of his principal hobbies. Though the President of the Republic, he will not enter into office until towards the close of next month, as M. Loubet is still the official head of the State until February 18. Meanwhile, M. Fallières will retain his presidency of the Senate; he intends to present his salary for this month to the fund for the aged and infirm, servants of the Senate. His good lady, Mme. Fallières, is one of the best known hostesses in Parisian society, and will accordingly make a model President. It may be interesting to add that the new President is a Gascon by birth, a harristier by profession, and a wine grower for profit; he is by no means wealthy, and is shorter than M. Loubet.

THE PHILOSOPHICAL LOUBET.

The philosopher man in France at the present moment is M. Loubet, who is overjoyed at the fact that his term of office is over. "Thank goodness!" he remarked to a representative of the *Echo de Paris* a few days ago. "I shall soon be able to take up my quarters in the Rue Dante, to which I am so impatient to return." Referring to slanderous and calumnious statements made about him, he said:—"I do not wish to speak any more of the past, but to forget it. I assure you that I am not animated by feelings of enmity towards anybody. I only think of the future, and of the men who are coming into power, and I regret that they will have to endure what I have endured. The last seven years have taught me some harsh experiences. The one thing, however, that helped me to support my trials was my determination to defend France abroad. I did my best, and I believe I can say that I have been useful, and that the relations between France and foreign Powers are now better and of more significance than formerly." This is unquestionably true, for when M. Loubet came to office the time was one of storm and stress; he leaves the Elysée after securing many strong friends abroad for his grateful country, while he will never cease to enjoy the respect and love of all classes in France, who regret parting with so popular and able a President as *Père Loubet* or *Father Loubet*, as he is familiarly called by the masses.

## MOROCCO.

The history of the Moroccan dispute so far does not encourage sanguine anticipations. In other words, until it is known exactly what claims Germany advances there can be no certainty that the Conference will not fail. If it does fail, it will unmistakably result in a dangerous widening of the breach between European nations. The great redeeming feature is that Great Britain is in thorough agreement with France, which will strengthen M. Revoil. In the event of an arrangement not being arrived at—which would be lamentable—the British Government will still stand by the side of France. It is well that France has M. Loubet, and M. Fallières at her back, whose respective calibres will suffice to pull her through the present Moroccan crisis. Great Britain did capital work by making it known to Germany that she can only contemplate an improvement in Anglo-German relations through an improvement in Franco-German relations, based on respect for the rights, the dignity, and the liberty of France.

## THE FIRE AT CANTON.

The fire at Canton, reported among our telegrams yesterday, broke out on Tuesday afternoon in a house on the Chinese side of the Canal which divides the Shamoen from the City. A very strong breeze was blowing at the time, and the flames rapidly spread. While the firemen with several engines fought the fire the Europeans, including bluejackets from the foreign gunboats, took all necessary precautions to prevent the fire spreading to property on the settlement. Fourteen or fifteen Chinese houses were destroyed.

## PRINCE ARTHUR AT TOKYO.

An interesting feature of the reception accorded H. R. H. Prince Arthur of Connaught was the personal welcome and honour extended to the Royal guest by the Emperor.

Shortly before the arrival of the Prince's train, at Shimbashi Station, says the *Kohu Herald*, His Majesty the Emperor reached the station. Despite the bitterly cold weather, His Majesty dismounted with an overcoat and stood waiting on the platform, in the uniform of Supreme Commander of the Japanese military forces, for ten minutes or so before the Prince arrived. The honour thus shown by the Emperor to his guest is stated to have greatly impressed all the beholders. Among the members of the brilliant assemblage at the Station were the Crown Prince, in the uniform of a Major-General, Prince Arisugawa and many of the other Princes, Marquis Oyama, Governor Suoke, and the Mayor of Tokyo. The Prince's train, drawn by an engine decorated with British and Japanese flags, entered the station precisely at 11:40 and drew up in such a way that Prince Arthur's compartment was

stayed immediately in front of the great doorway where the Emperor was standing. The military band in attendance at once struck up the British National Anthem. Prince Arthur then alighted from the carriage, accompanied by his suite, and advanced towards the Emperor, who cordially shook hands with his Royal guest. His Majesty subsequently saluted the Prince and his suite in military fashion. The scene at this moment was one of the most picturesque, thanks to the varied uniforms of the Japanese officers and officials and the British visitors. It was notable, too, for the extreme cordiality which marked the greetings between the Prince and his suite and the Japanese notabilities.

Prince Arthur, who is described as about six feet in height, made a handsome figure in the effective uniform of an officer of Hussars, and appears to have borne himself with all the dignity befitting the great occasion. It is remarkable, indeed, by Japanese correspondents that he looked grave and serious beyond his years. After numerous greetings had been exchanged, the company proceeded toward the carriages, the Emperor and Prince Arthur walking together, with the Prince on His Majesty's right hand, and conversing freely through an interpreter. The Prince entered a carriage with the Crown Prince and Prince Arisugawa, and at once left for the Kasumigasaki Detached Palace, followed by the quip-guards of Admiral Togo, General Kanoki, and other members of the Reception Committee.

The route through which they passed was lined on each side by military guards of honour, behind whom were dense masses of the public, conspicuous among them being large numbers of school-boys and girls. Along the whole way the reception given to King Edward's representative was of the most enthusiastic kind, the people shouting "banzai" and waving flags with unflagging zeal, while the band which followed the procession heightened the effect of the popular welcome by the strain of "God Save the King." A salute was fired from Hibiya Park as the carriages passed along and it was followed by a display of fireworks.

It need hardly be said that the decorative resources of Tokyo had been exhausted in honour of the occasion. Not only along the route, but throughout the city, great masses of flags and draperies were displayed, while in the streets through which the Prince's carriage passed several handsome triumphal arches had been erected. The great arch near the station which was put up in honour of the return of the Prince had also undergone some appropriate modifications, the word "Welcome" in English, being displayed along its summit.

In a word, all Tokyo had done its utmost to exhibit the pleasure felt by its people at the coming of the British Prince.

It is stated in a message received from the capital to-day that Prince Arthur was most deeply gratified at the unprecedented action of the Emperor in personally welcoming him at Shimbashi Station. Immediately on his arrival at the Kasumigasaki Detached Palace, the Prince called an account of the incident to King Edward.

## KODAKS AT HOME PRICE.

No. 3 FOLDING POCKET KODAK (23-12-6d.) \$38.00

" 4 CARTRIDGE " (25-15-0) \$60.00

## LONG. HING &amp; CO.

No. 17, QUEEN'S ROAD.

[35]

## JUST LANDED,

GUICHARD POTHERET & FILS.  
SPARKLING RED BURGUNDY.

PER CASE 12 BOTTLES ... .. \$32.00

" 24 BOTTLES ... .. \$34.00

SOLE AGENTS:

H. PRICE &amp; CO.,

WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

[36]

## THE GARTER MISSION.

CEREMONY OF INVESTITURE.

The Mission of Prince Arthur of Connaught is at length fully accomplished, and with elaborate and brilliant ceremonial His Majesty the Emperor of Japan is now a Knight Commander of the Order of the Garter, regarded as being the most illustrious Order of Europe.

His Royal Highness Prince Arthur and his suite left the Kasumigasaki Palace at ten o'clock on Tuesday morning, and proceeded to the Imperial Palace. Although it was snowing heavily, the procession was heartily received along the short route, and the Royal party entered the Palace by the State entrance.

Arrived at the Hall, his Royal Highness was received by Count Tada, Assistant Chief Master of Ceremonies, Mr. Sakai, Viscount Fukushima, Mr. Hachimura, and Viscount Inaba, Masters of Ceremony, and was conducted to the No. 1 West Room by Count Tada.

At the appointed signal those who possessed the *chance* of the Audience Chamber moved to their respective positions to witness the ceremony of investiture, the statesmen, etc., assembling along the left side of the Hall, and Sir Claude and Lady MacDonald and the other members of the British Embassy along the right.

At 10:30 precisely His Majesty the Emperor entered the Hall, followed by the Crown Prince and Princess, Prince and Princess Arisugawa, Prince and Princess Higashi Fushimi, Prince Fushimi, Prince and Princess Kuni, and three ladies-in-Waiting. The Imperial procession having arrived at the upper end of the Chamber, His Majesty ascended the Throne, with the Imperial Princess and Princesses grouped around.

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## NEW ADVERTISEMENTS

**COMPRADORE WANTED.**  
WANTED IMMEDIATELY - A COMPRADORE for Mercantile Business. Cash \$10,000 and Security.  
Apply - "BUSINESS,"  
Care of "Daily Press" Office.  
Hongkong, 1st March, 1906. [521]

**WANTED.**  
COMPRADORE for supply of FOOD to the ROYAL NAVAL CANTEN for one year from 1st April, 1906.  
Terms of Agreement, etc., can be obtained from the Manager at the Canteen.  
Applications will be received not later than 8th March, and should be sealed and addressed to Hon. TREASURER, R.N. CANTEN, Blue Buildings.  
Hongkong, 1st March, 1906. [522]

**TO LET.**  
IMMEDIATE POSSESSION.  
A FOREIGN DWELLING HOUSE, on Queen's Road East, Wanchai. In part or whole. Spacious Rooms. Pantry and Bath Rooms included with Kitchens and Servants' Quarters down below. Rent Moderate.  
Apply to - N. MODY & Co.,  
54 & 56, Queen's Rd. Central.  
Hongkong, 1st March, 1906. [523]

**TO LET.**  
OFFICES in King's Building and York Buildings, GODOWNS in PRAYA EAST.  
A BUILDING at Causeway Bay, formerly in occupation of the Steam Laundry Co., Ltd.  
A HOUSE in CLIFTON GARDENS, Conduit Road.  
A HOUSE in WONG NEI CHONG ROAD.  
A HOUSE in RYTON TERRACE.  
FLATS in NORSTON TERRACE.  
Apply to - THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 1st March, 1906. [524]

**NETERLANDSCHE HANDEL-MAATSCHAPPIJ.**  
(NETHERLANDS TRADING SOCIETY).  
Head Office - AMSTERDAM.

**THE BANK** has opened a BRANCH OFFICE in QUEEN'S BUILDING, Chater Road, No. 5, which will be open for the transaction of Banking Business of every description.  
L. ENGEL, Agent.  
Hongkong, 1st March, 1906. [525]

**NETERLANDSCHE HANDEL-MAATSCHAPPIJ.**  
(NETHERLANDS TRADING SOCIETY).  
ESTABLISHED 1824.

PAID UP CAPITAL FL. 45,000,000 (£3,750,000).  
RESERVE FUND ... FL. 5,000,000 (£417,000).

**HEAD-OFFICE IN AMSTERDAM.**  
Branches - Singapore, Penang, Shanghai, Rangoon, Samang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasoreben, Tjilatjap, Padang, Medan (Deli), Palembang, Kota Radja, (Acheen) Tokok-Sumawe, (Acheen) Bandjermasin.  
Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, etc., etc.

**LONDON BANKERS.**  
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description.  
INTEREST ALLOWED.  
On Current Accounts 2½ per annum on daily balances.  
Fixed Deposits 12 months 4½ per annum.  
do 6 do 4 do  
do 3 do 3 do  
L. ENGEL, Agent.  
Hongkong, 1st March, 1906. [526]

**PUBLIC AUCTION.**  
MESSRS. HUGHES & HOUGH have received instructions to sell by Public Auction, On MONDAY, the 12th March, 1906, at 3 o'clock in the afternoon, at their SALES ROOMS, in Ice House Street, IN ONE LOT THE VALUABLE LEASEHOLD PROPERTIES, registered in the Land Office as INLAND LOT No. 576 and FARM LOT No. 65.

These properties comprise No. 4, SEYMOUR ROAD and a house now in course of erection known as "GLENSKIN." The total area of the above Lots is 103,450 square feet. The total Crown Rent is \$38.  
Particulars and Conditions of Sale may be obtained from the undersigned.  
HUGHES & HOUGH, Auctioneers.  
Hongkong, 1st March, 1906. [528]

**PUBLIC AUCTION.**  
ON THURSDAY, the 15th day of March, 1906, at 3 P.M., at his SALES ROOM, by Mr. GEO. P. LAMBERT, Auctioneer.

BEING all that piece or parcel of ground situate at Shekwan Road, Victoria, Hongkong, containing an Area of 207,300 square feet and known and registered in the Land Office as Inland Lot No. 1705. The said premises are held for the term of 999 years granted by a Crown Lease dated the 1st day of February, 1904, Subject to the payment of the Annual Crown Rent of \$478 and to the performance of the Lessee's covenants in the said Crown Lease reserved and contained.  
For further particulars and conditions of sale apply to - F. X. D'ALMEIDA & CASTRO, Vendor's Solicitor, or to Mr. GEO. P. LAMBERT, Auctioneer.  
Hongkong, 1st March, 1906. [529]

## NEW ADVERTISEMENTS

**S. MOUTRIE & CO., LTD.**  
SOLE AGENTS FOR  
**ROSENKRANZ PIANOS**  
NEW MODEL IN SOLID CASES.  
PRICE \$425.

**UPRIGHT GRANDS.**  
By HOOFF & Co.  
SPECIALLY PREPARED FOR  
EXTREME CLIMATES.  
PRICE \$420.

**PIANOS.**  
"OUR OWN MAKE."  
FROM \$240.

**PIANOS FOR HIRE.**  
FROM \$10 PER MONTH.

A Large Stock of  
GRAMOPHONES,  
DISC RECORDS  
AND  
MUSICAL INSTRUMENTS.

S. MOUTRIE & CO., LTD.  
York Building, Chater Road.  
Hongkong, 1st March, 1906. [527]

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**  
FOR SWATOW, AMOY AND FOCHOW.

**THE Company's Steamship**  
"HAICHING."  
Captain A. E. Hodgins will be despatched for the above Ports, on SATURDAY, the 3rd March, at 3 P.M.  
For Freight or Passage, apply to  
DOUGLAS LAPELAK & CO.,  
General Managers.  
Hongkong, 28th February, 1906. [519]

**FOR SHANGHAI, YOKOHAMA AND KOBE.**  
THE Steamship  
"DACCIA."  
Captain Brock will be despatched for the above Ports on MONDAY, the 5th March, at 5 P.M.  
HAMBURG-AMERIKA LINE,  
Hongkong Office.  
Hongkong, 1st March, 1906. [530]

**TOYO KISEN KAISHA.**  
SOUTH AMERICAN LINE.  
Regular Steamship Service between Hongkong and South American ports.

**THE Company's Chartered Steamship**  
"GLENFARG."  
5,600 tons, will be despatched for CALLAO (Peru) on or about 10th April, 1906, at Noon.  
For further information as to Freight and Passage apply to  
K. MATSUDA,  
Yokohama Building.  
Hongkong, 1st March, 1906. [531]

**NOTICE TO CONSIGNEES.**  
"GLEN" LINE OF STEAMERS.  
FROM ANTWERP, MIDDLESBRO' AND LONDON.

**THE Steamship**  
"GLENFARN."  
Having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at THREE RISK into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.  
Optional goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.  
Goods not cleared by the 6th March will be subject to rent.  
No Fire Insurance will be effected.  
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival.  
No claims will be recognized if not presented within 14 days of the ship's arrival.  
McGREGOR BROS. & GOW,  
Hongkong, 28th February, 1906. [532]

**NOTICE TO CONSIGNEES.**  
THE P. & O. S. N. Co.'s Steamer  
"SOCOTRA."  
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ & STRAITS.  
Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at THREE RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.  
This vessel brings on Cargo -  
From London, Marseilles, Antwerp.  
"Italy."  
Singapore.  
Optional goods will be landed here unless instructions are given to the contrary within 6 hours.  
Goods not cleared by 7th March, at 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within five days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.  
E. A. HEWETT,  
Superintendent.  
Hongkong, 28th February, 1906. [533]

## ENTERTAINMENTS

**THEATRE ROYAL, HONGKONG.**  
LAST FIVE NIGHTS.  
**BANDMANN OPERA Co.**  
BY SPECIAL ARRANGEMENT WITH  
MR. GEORGE EDWARDS.

**TO-NIGHT (THURSDAY), 1st MARCH**  
**EARL AND THE GIRL.**

**TO-MORROW (FRIDAY), 2nd MARCH,**  
**THE BELLE OF NEW YORK.**

**SATURDAY, 3rd MARCH,**  
**GRAND MATINEE.**  
"ALADDIN."  
at 3 P.M., at the usual prices.  
Children half-price to any part of the Hall.

**SATURDAY NIGHT,**  
**CHARLEY'S AUNT.**  
Preceded by prologue of  
IL PAGLIACCI, by Mr. E. ATWELL.

**MONDAY, 5th MARCH,**  
**SPRING CHICKEN**  
FAREWELL PERFORMANCE,  
TUESDAY, 6th MARCH.  
**VERONIQUE.**

Plan at the ROBINSON PIANO Co., LTD.  
Doors Open at 8.30. Commence at 9 P.M.  
Late Cars to Peak will run nightly after the performance.  
Hongkong, 24th February, 1906. [407]

**AUCTION**  
PUBLIC AUCTION.  
THE Undersigned has received instructions to Sell by Public Auction, On SATURDAY, the 3rd March, 1906, commencing at 2.30 P.M., at his SALES ROOMS, Duddell Street, A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE, comprising -

TAPESTRY COVERED DRAWING ROOM SUITE, OYFMANTELS with BEVELLED MIRROR, EXTENSION DINING TABLE, CROCKERY with BEVELLED MIRROR, DINNER WAGGONS, GLASS and CROCKERY WARE, OCCASIONAL TABLES, ICE CHEST, &c., &c.;  
DOUBLE and SINGLE WARDROBES with BEVELLED MIRRORS, TEAK BUREAU with BEVELLED MIRROR, MARBLE TOP WASHSTANDS, BRASS-MOUNTED BEDSTANDS, &c.  
TERMS - As Customary.  
On View from Friday, the 2nd March, 1906.  
Geo. P. LAMBERT, Auctioneer.  
Hongkong, 28th February, 1906. [515]

**INTIMATIONS**  
ZETLAND LODGE, No. 525, E.C.

**A REGULAR MEETING OF ZETLAND LODGE** will be held at the FREE-MASONS' HALL, TO-NIGHT (THURSDAY), 1st March, at 8.30 P.M. precisely. Visiting Brethren are cordially invited to attend.  
Hongkong, 28th February, 1906. [476]

**THE HOWLING CLUB, LIMITED.**  
NOTICE.  
MR. J. L. COTTER has as from January 1st, 1906, ceased to have any connection with the above Club.  
All persons or Companies having any claims against the Club are requested to furnish an itemized account to the Secretary, Mr. E. G. JORDAN.  
By Order of the Committee,  
A. B. MOULDER, Chairman.  
Hongkong, 28th February, 1906. [517]

**HONGKONG PHILHARMONIC SOCIETY.**  
THE First PRACTICE OF "THE CRUSADERS" will take place on MONDAY, the 5th March, in the CITY HALL, at 5.30 P.M. Both VOCAL & ORCHESTRAL Members are requested to attend.  
R. T. D. SAYLE,  
Hon. Sec. H'kong Philharmonic Society,  
Care of The Wharf & Godown Co., Ltd.  
Hongkong, 27th February, 1906. [503]

**NOTICE IS HEREBY GIVEN** that the ITALIAN FAR EAST TRADING COMPANY, of No. 10, Des Vaux Road, Victoria, in the Colony of Hongkong, Merchants, have on the 10th day of January, 1906, applied for registration in Hongkong in the Register of TRADE MARKS of the following -

TRADE MARK: - A representation of a CHINESE BEAR with the head turned round over the left shoulder with hind and fore legs curved beneath its body and with two tails. Above the animal are the Chinese Characters 雙龍行洋行 and below are the words "ITALIAN FAR EAST TRADING Co." the whole enclosed in a decorative square in the name of the ITALIAN FAR EAST TRADING COMPANY, who claim to be the Sole Proprietors thereof.

The TRADE MARK has been used by the applicants since the year 1901 in respect of the following Goods - Articles of CLOTHING such as RUBBER BOOTS and Shoes in class 38, and in Goods Manufactured from India-rubber and Guttapercha (not included in other classes in Class 40).

A Facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong, and also at the Offices of the undersigned. Dated the 21st day of January, 1906.  
BRUTTON, HETT & GOLDING,  
Solicitors for the Applicants,  
Nos. 39, 41 & 43 Des Vaux Road, Victoria, Hongkong.

## PUBLIC COMPANIES

**GREEN ISLAND CEMENT CO., LTD.**  
NOTICE OF MEETING.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the GREEN ISLAND CEMENT COMPANY, LIMITED, will be held at the Office of the Company, St. George's Building, Chater Road, Victoria, Hongkong, on WEDNESDAY, the 7th day of MARCH, 1906, at 11.30 A.M., when the subjoined Resolution will be proposed.

Should the Resolution be passed by the required majority, it will be submitted for confirmation as a Special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

**RESOLUTION.**  
That the Capital of the Company be increased to \$2,000,000 by the creation and issue of 50,000 NEW SHARES of \$10 Each fully paid up to be offered at par and if accepted to be allotted to the persons constituting the Shareholders of the Company according to the Company's register of Shareholders as at the First day of July, 1906, Shareholders in the First day of July, 1906, in the proportion of One New Share for every three Old Shares in the Company held by the respective Shareholders thereof, the amount payable on each of such New Shares to be paid on the 31st day of July, 1906, and that failing such allotment as aforesaid the said New Shares be disposed of by the General Managers in accordance with the Company's Articles of Association.

Dated the 24th day of February, 1906.  
SHEWAN, TOMES & CO.,  
General Managers.  
496 Green Island Cement Co., Ltd.

**HONGKONG FIRE INSURANCE COMPANY, LIMITED.**  
NOTICE TO SHAREHOLDERS.

THE THIRTY-SEVENTH ORDINARY ANNUAL MEETING of Shareholders in the above Company will be held at the OFFICES of the COMPANY, King's Building, Causeway Road, on WEDNESDAY, the 7th day of March, 1906, at 12 o'clock Noon, to receive a Statement of Accounts to 31st December, 1905, and the Report of the General Managers, and to elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st February to the 7th March, both days inclusive.  
JARDINE, MATHESON & CO.,  
General Managers.  
Hongkong, 13th February, 1906. [411]

**THE CHINA FIRE INSURANCE CO., LIMITED.**  
NOTICE.

THE THIRTY-SEVENTH ORDINARY ANNUAL MEETING of Shareholders in the Company will be held at the Company's Offices, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 8th March, 1906, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from 23rd instant to the 8th proximo, both days inclusive.  
By Order,  
C. PEMBERTON, Acting Secretary.  
Hongkong, 10th February, 1906. [399]

**CHINA TRADERS' INSURANCE COMPANY, LIMITED.**  
NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Registered Offices of the Company at Queen's Buildings, Victoria, in the Colony of Hongkong, on SATURDAY, the 10th day of March, 1906, at 12 o'clock Noon, when the Resolutions set out below, which were passed at the Extraordinary General Meeting of the Company held on the Sixteenth day of February, 1906, will be submitted for confirmation as Special Resolutions.

By Order of the Board,  
JAMES WHITTALL, Secretary.  
Hongkong, 17th February, 1906.

**RESOLUTIONS.**  
(1) That the Articles of Association of the Company be altered in the following manner: -  
The following Article shall be substituted for Article 130, namely: -  
130. The Board, through its Secretary, shall make Yearly Statements of the Accounts of the Company from the 1st day of January to the 31st day of December, in each and every year, which shall be duly audited and presented to the Shareholders, at each of the Ordinary Meetings of the Company, together with a Report on the general position of the Company.

(2) That the Board, through its Secretary, shall make a Statement of the Accounts of the Company as from the 1st day of May, 1905, to the 31st day of December, 1905, which shall be duly audited and presented to the Shareholders at the next Ordinary Meeting of the Company to be held during 1906 and that, inasmuch as the Accounts of the Company have already been audited and presented to the Shareholders to the 30th April, 1905, no further or other Statements of the Accounts of the Company for the year 1905 shall be called for by, or presented to, the Shareholders in respect of Article 130 as this day substituted.

**HONGKONG & SHANGHAI BANKING CORPORATION.**  
THE DIVIDEND declared for the half year ending 31st December, 1905, at the rate of One Pound and Fifteen Shillings together with a Bonus of One Pound Sterling per Share of \$125 is payable on and after Monday, the 26th day of February, Current, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,  
J. R. M. SMITH, Chief Manager.  
Hongkong, 24th February, 1906. [495]

**HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.**  
NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 12 per cent. per Share for the Six months ending 31st December, 1905, declared at Monday's Ordinary Yearly Meeting, will be payable at the premises of the HONGKONG & SHANGHAI BANKING CORPORATION on and after Tuesday, the 27th February, and Shareholders are requested to apply for DIVIDEND WARRANTS at the Company's Office, QUEEN'S BUILDING, New Praya.

By Order of the Board of Directors,  
THOS. I. ROSE, Secretary.  
Hongkong, 27th February, 1906. [504]

## PUBLIC COMPANIES

**THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.**

THE TWENTY-THIRD ORDINARY GENERAL MEETING of Shareholders in the above Company will be held at the COMPANY'S OFFICE, St. George's Building, No. 6, Connaught Road, Victoria, on WEDNESDAY, the 14th March, 1906, at 11 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1905, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 10th March, to WEDNESDAY, the 14th March, both days inclusive.  
SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 17th February, 1906. [511]

**THE HONGKONG ROPE MANUFACTURING CO., LTD.**

THE TWENTY-SECOND ORDINARY ANNUAL MEETING of Shareholders in the Company will be held in the COMPANY'S OFFICES, St. George's Building, No. 6, Connaught Road, Victoria, on WEDNESDAY, 14th March, 1906, at 11.30 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1905, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 10th, to WEDNESDAY, the 14th March, both days inclusive.  
SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 28th February, 1906. [512]

**CHINA SUGAR REFINING CO., LTD.**  
NOTICE.

THE TWENTY-EIGHTH ORDINARY ANNUAL MEETING of the Shareholders of the Company will be held at the OFFICES of the General Agents on WEDNESDAY, the 21st March, at Noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 21st March, both days inclusive.  
JARDINE, MATHESON & Co.,  
General Agents.  
Hongkong, 28th February, 1906. [513]

**ON SALE.**  
A TABLE OF THE  
**RATES OF EXCHANGE AT HONGKONG**  
for Demand Drafts on London on the day of or preceding the Departure of the English Mails also Table of Yearly Approximate Averages FOR 31 YEARS.  
FROM 1874 TO 1904.  
Price \$2 Cash. On Sale at the "DAILY PRESS" OFFICE, or Local Booksellers.  
Hongkong, 11th May, 1905.

**TO LET.**  
No. 1, DES VEAUX VILLAS, Peak.  
Nos. 5, 6 & 21, BELLIUS TERRACE.  
No. 2, DES VEAUX VILLAS, PEAK.  
No. 2, COLLEGE GARDENS.  
No. 4, ALBANY.  
"EARNSTFOOT," 31, Robinson Road.  
Furnished for 6 months. With Electric Light and Fan.  
"BROCKHURST," PEAK, from 1st March, 1906.  
24, BELLIUS TERRACE, Corner House, BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms, Low rental.  
2nd FLOOR in Central position, containing Four Large Rooms, Bathroom and Lavatory &c., with use of Electric Lift. Well suited for Offices.  
Apply to - LINSTAD & DAVIS,  
3rd Floor, Alexandra Buildings,  
Hongkong, 7th February, 1906. [538]

**TO LET.**  
SUITABLE for OFFICE, ONE ROOM in Prince's Building.  
Apply to - LAUTS, WEGENER & CO.  
Hongkong, 4th March, 1906. [84]

**TO LET.**  
SPACIOUS GODOWN. Central position.  
Apply to - X. X. X.,  
Care of "Daily Press" Office.  
Hongkong, 22nd December, 1905. [108]

**TO LET.**  
NOS. 1 and 2, HUMPHREYS AVENUE, Kowloon. With immediate possession.  
Apply to - HIF ON INSURANCE CO., LTD.,  
42, Bonham Strand West.  
Hongkong, 22nd February, 1906. [470]

**TO LET.**  
GODOWN, No. 8, NEW PRAYA, Kennedy Town.  
Apply to - HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 23rd Jan., 1906. [78]

**TO LET.**  
No. 5, "FAIRVIEW," Robinson Road, Kowloon. Semi-detached House. Moderate rental.  
"HOTEL MANSIONS," TWO ROOMS, on 1st Floor, suitable for Offices.  
HOUSES in AUSTIN AVENUE, Kowloon. Rental \$50 per month and Taxes.  
SHOPS and FLATS in Robinson Road, Kowloon.  
"STOLZENFELS," PEAK. Bungalow and Tennis Court. From 1st May next.  
Apply to - HUMPHREYS ESTATE & FINANCE CO., LTD.,  
Agents.  
Hongkong, 20th February, 1906. [390]

**TO LET.**  
GOOD HOUSE, Partly Furnished. Hill District.  
Apply - "K."  
Care of "Daily Press" Office.  
Hongkong, 13th February, 1906. [403]

## TO LET

**TO LET.**  
No. 15, KNUTSFORD TERRACE KOWLOON.  
Apply to - THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 2nd December, 1905. [77]

**TO LET.**  
BARROW TERRACE, (Kowloon) Nos. 1, 2, 4, 5, 6, 7 and 8.  
SEYMOUR ROAD LOWER, No. 31.  
CAINE ROAD, No. 59.  
STONEHAVEN, Robinson Road, No. 35.  
TANG YUEN, McDonnell Road, No. 18 (12 Rooms).  
ICE HOUSE STREET, No. 6 (1st Floor, 4 Rooms).  
WAN CHAI ROAD, No. 94 (a Spacious Godown).  
PRAYA EAST, No. 90. (Godown).  
Apply to - SAM WANG CO., LTD.,  
81, Queen's Road Central.  
Hongkong, 6th February, 1906. [386]

**TO LET.**  
TWO FURNISHED ROOMS in Private House. Suit Married Couple or Gentleman. Tennis Court.  
Apply - Care of "Daily Press" Office.  
Hongkong, 24th February, 1906. [435]

**HONGKONG CLUB.**  
TO LET.  
TWO ROOMS on the Ground Floor of the annex, from 1st September next, suitable for Offices. For particulars apply to the undersigned.  
C. H. GRACE, Secretary.  
Hongkong, 1st June, 1905. [110]

**TO LET.**  
HOUSE, No. 5, ROSE TERRACE, Robinson Road, Kowloon. Immediate possession.  
HOUSE, No. 2, ROSE TERRACE, Robinson Road, Kowloon. Possession from 1st March, 1906.  
Apply to - THE COMPRADORE, Messrs. BARRETT & CO.  
Hongkong, 2nd February, 1906. [330]

**HOUSE TO LET.**  
FROM May next, the Residence, No. 6, Morrison Hill.  
Apply - W. G. WINTERBURN, Geo. FENWICK & Co., Ltd.  
Hongkong, 21st February, 1906. [461]

**TO LET.**  
No. 5, SEYMOUR TERRACE, Five-Roomed House with Garden, Furnished or Unfurnished from April or earlier.  
No. 6, SEYMOUR TERRACE, Four-Roomed House. From April.  
Apply to - WONG KAM FUK,  
Hongkong & Kowloon Wharf & Godown Co., Ltd.  
Hongkong, 23rd February, 1906. [514]

**TO LET.**  
TWO LARGE OFFICES on the First Floor of No. 34, Queen's Road Central, opposite the Post Office. Possession on or after the 10th December, 1905.  
Apply to - WONG CHEE SANG,  
Care of YEE SANG FAT & Co.  
Hongkong, 30th November, 1905. [107]

**TO LET.**  
NEW "KINGSCLERE" with Stables entrances in both Kennedy and MacDonnell Roads.  
For full particulars, apply to - LINSTAD & DAVIS,  
Alexandra Buildings, 3rd Floor.  
Hongkong, 17th February, 1906. [8]

**TO LET.**  
TOP FLOOR (5 Rooms) 19, Queen's Road, (above Messrs. GREGOR & Co.'s Office). FIRST FLOOR (4 Rooms), YORK BUILDING.  
Apply to - KELLY & WALSH, J.D.  
Hongkong, 10th February, 1906. [38]

**TO LET.**  
No. 74, CAINE ROAD.  
No. 2, MACDONNELL ROAD.  
Apply - COMPRADORE'S DEPARTMENT Nippon Yusen Kaisha.  
Hongkong, 3rd June, 1905. [80]

**TO LET.**  
No. 1, OBSERVATORY VILLAS, Kowloon, Five Roomed House; Tennis Court, Electric and Gas Lights.  
Possession on 1st March, 1906.  
Apply to - ARRASTON Y. ARCAI & Co.,  
45, Wyndham Street.  
Hongkong, 21st February, 1906. [462]

**TO LET.**  
SEVEN EUROPEAN HOUSES, late F. Blackhead & Co. and Shewan, Tomes & Co.'s Offices. Ground Floors and Top Floors with Godowns can be let separately on leases.  
Apply to - CHUNG SHUN KOO,  
First Floor, No. 10, Queen's Road Central.  
Hongkong, 18th July, 1905. [81]

**TO LET.**  
TWO GODOWNS, at East Point, close to the Water, suitable for Storage of any Cargo.  
Floor Area, 8,100 square feet each.  
Apply to - JARDINE, MATHESON & CO.,  
Hongkong, 20th January, 1906. [256]

**TO LET.**  
No. 3 and 4, "FAIRVIEW" Robinson Road, Kowloon.  
Kowloon Marine Lot 7 with Wharf Godown, No. 3, Zeland Street.  
Apply to - LEIGHS ORANGE,  
1, Des Vaux Road.  
Hongkong, 27th February, 1906. [501]











# OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.  
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

FROM	STEAMERS	DUW
GLASGOW AND LIVERPOOL	"AGAMEMNON"	On 1st March.
GLASGOW AND LIVERPOOL	"TEENKAI"	On 13th March.
GLASGOW AND LIVERPOOL	"KEEMUN"	On 17th March.
GLASGOW AND LIVERPOOL	"MACHAON"	On 20th March.
GLASGOW AND LIVERPOOL	"KINTUCK"	On 24th March.

## OUTWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"ACHILLES"	On 13th March.
GENOA, MARSEILLES and LIVERPOOL	"PELEUS"	On 20th March.
AMSTERDAM, LONDON and ANTWERP	"ALCINOUS"	On 27th March.
AMSTERDAM, LONDON and ANTWERP	"DIOMED"	On 10th April.
GENOA, MARSEILLES and LIVERPOOL	"AGAMEMNON"	On 20th April.
AMSTERDAM, LONDON and ANTWERP	"TEENKAI"	On 24th April.

## TRANS-PACIFIC SERVICE.

Operating in conjunction with  
THE NORTHERN PACIFIC RAILWAY CO.  
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

## EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS	"KEEMUN"	On 19th March.
NAGASAKI, KOBE and YOKO-		
HAMA		

## WESTWARD.

FROM	STEAMERS	DUW
TACOMA, SEATTLE, VICTORIA, AND PACIFIC COAST	"OANFA"	On 25th February.

For Freight, apply to—

**BUTTERFIELD & SWIRE,**  
AGENTS. (9.10)

Hongkong, 30th January, 1906.

# CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	TO SAIL
NINGPOO AND SHANGHAI	"KASHING"	On 5th March.
SHANGHAI	"SHAOSHING"	On 5th March.
YOKOHAMA AND KOBE	"CHANGSHA"	On 6th March.
MANILA	"TAMING"	On 6th March.
SWATOW, MANILA, CEBU & ILOILO	"KAIFONG"	On 6th March.
NEWCHANG	"HUICHOW"	On 7th March.
CEBU AND ILOILO	"SUNGKIANG"	On 9th March.
MANILA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE	"CHANGSHA"	On 26th March.

The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified  
Surgeon is carried.  
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.  
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.  
For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,**  
AGENTS. (11)

Hongkong, 28th February, 1906.

# OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMUI VIA SWATOW AND AMOI	"DAI MARU"	SUNDAY, 4th Mar. at 10 A.M.
TAMUI VIA SWATOW AND AMOI	"DALIN MARU"	SUNDAY, 11th Mar. at 10 A.M.
SHANGHAI VIA SWATOW, AMOY AND FOOCHOW	"ANPING MARU"	THURSDAY, 8th Mar. at 10 A.M.
SHANGHAI VIA SWATOW, AMOY AND FOOCHOW	"SHOSHU MARU"	THURSDAY, 15th Mar. at 10 A.M.
ANPING VIA SWATOW AND AMOI	"MAIDZURU MARU"	WEDNESDAY, 7th Mar. at 10 A.M.

These Steamers have excellent accommodation for First-class Passengers, and are fitted  
throughout with electric light. Unrivalled Table.  
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
For Freight, Passage, and further information, apply at the Company's local Branch Office  
at No. 8, Des Voeux Road Central.  
Hongkong, 24th February, 1906. T. ARIMA, Manager. (14)

# GREAT NORTHERN STEAMSHIP COMPANY

FOR SEATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND  
YOKOHAMA (PASSING THROUGH THE INLAND SEA OF JAPAN).

THE MAGNIFICENT NEW TWIN-SCREW STEAMERS,  
"MINNESOTA" AND "DAKOTA"  
(EACH TONS 20,718 GROSS REG.)

Will be despatched from HONGKONG as follows:

"MINNESOTA," Captain J. H. LINDER, On THURSDAY, 15th March, 1906.

"DAKOTA," Captain E. FRANKIE, On MONDAY, 23rd April, 1906.

Conveying Cargo to the Pacific Coast, United States, and Canadian Overland Common Points  
also Passengers to the United States, Europe, &c.  
These Steamers are luxuriously fitted with spacious SUITES and STATEROOMS;  
equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER  
SHOP, NURSERY, STEAM LAUNDRY, &c.  
Special provision is made for the safe transit of SILK, TREASURE, and Valuable Cargo;  
and PARCELS carried at low rates to all points of U.S.A. in connection with the Great  
Northern and Northern Pacific Express Companies.

Trans-Pacific Cabin Passengers by this line can, if desired, TRAVEL BY RAIL between  
the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-  
CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the  
steamers of the REGULAR MAIL LINES.  
For Freight or Passage, apply to

**NIPPON YUSEN KAISHA,**  
AGENTS. (20)

Hongkong, 20th December, 1905.

# IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.  
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,  
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON  
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.  
STEAMERS.

STEAMERS	SAILING DATES.
PRINCESS ALICE	WEDNESDAY 14th March
PRINZ REGENT LUITPOLD	WEDNESDAY 23th March
PRINZ EITEL FRIEDRICH	WEDNESDAY 11th April
SACHSEN	WEDNESDAY 23rd May
PRINZ HEINRICH	WEDNESDAY 23rd May
ROON	WEDNESDAY 6th June

ON WEDNESDAY, the 14th day of MARCH, 1906, at Noon, the Steamship  
"PRINCESS ALICE," Captain Ch. Polack, with MAILS, PASSENGERS,  
SPECIE, and CARGO, will leave this Port above, CALLING AT NAPLES AND GENOA.  
Shipping Orders will be granted till Noon, on MONDAY, the 12th March. Cargo and  
Specie will be received on Board until 5 P.M. on TUESDAY, the 13th March, and Parcels  
will be received at the Agency's Office until Noon, on TUESDAY, the 13th March.  
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,  
and Parcels should not exceed Two Feet Cube in Measurement.  
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.  
Linen can be washed on board.

SHANGHAI, NAGASAKI, } BAYERN	1st Class	2nd Class	3rd Class
HIOGO & YOKOHAMA	281 0 0	242 0 0	223 0 0
TO NAPLES, GENOA AND GIBRALTAR	91 0 0	63 0 0	33 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	65 0 0	44 0 0	24 0 0
TO NEW YORK VIA SUEZ	115 0 0	79 0 0	47 0 0
VIA NAPLES, GENOA OR GIBRALTAR	68 0 0	46 0 0	27 0 0
VIA BREMEN OR SOUTHAMPTON	123 0 0	83 0 0	49 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and  
travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,  
GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's  
expense.

TOUR VIA INDIA:  
Passengers have the option of using a Steamer of the British India S. N. Co., from  
SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer to Colombo.  
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.  
INTERRUPTION OF THE VOYAGE IN EGYPT:  
Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean  
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer  
from Port Said.

## JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,  
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY  
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES.
WILLEHAD	TUESDAY, 6th March.
PRINZ WALDEMAR	TUESDAY, 3rd April.
PRINZ SIGISMUND	TUESDAY, 1st May.

ON TUESDAY, the 6th MARCH, at Noon, the Steamship "WILLEHAD,"  
Captain Odenauer, with Mails, Passengers and Cargo, will leave this port as above.  
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.  
Linen can be washed on board.

TO	1st Class	2nd Class	3rd Class
TO MANILA	\$50—	\$30—	\$20—
TO NEW GUINEA	\$28—	\$18.10	\$14.00
TO BRISBANE	\$23—	\$14—	\$11—
TO SYDNEY	\$23—	\$14—	\$11—
TO MELBOURNE	\$23.10	\$14.10	\$11—
TO YOKOHAMA	\$60.00	\$40.00	\$25.00
TO KOBE	\$55.00	\$35.00	\$22.00
TO YOKOHAMA and back from KOBE	\$140.00	\$100.00	

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class \$97.0.0.  
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer \$97.0.0.  
TO EUROPE VIA AUSTRALIA AND AMERICA \$97.0.0.  
From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San  
Francisco by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magnificent  
Express Steamers of N.D.L.

## SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE  
YOKOHAMA and KOBE PRINZ WALDEMAR ... Wednesday, 14th March.  
SHANGHAI, NAGASAKI, PRINZ REGENT LUITPOLD, Wednesday, 14th March.  
KOBE & YOKOHAMA

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San  
Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co., O. & S.S. Co.,  
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the  
Norddeutscher Lloyd are issued at the following Rates:—

TO	1st Class	2nd Class	3rd Class
To London via Plymouth or Southampton	\$62.0.0.	\$38.10.0.	\$24.10.0.
To Bremen	63.0.0.	39.0.0.	25.0.0.
To Paris via Cherbourg	65.0.0.	40.0.0.	26.0.0.
To Naples, Genoa via Gibraltar	65.0.0.	40.0.0.	26.0.0.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to  
**MELCHERS & CO., AGENTS.**

Hongkong, 1st February, 1906. (5)

# NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
HYADES	3,758	J. A. Wain	On 6th March.
LYRA	4,417	G. V. Williams	On 6th April.
SHAWMUT	9,606	E. V. Roberts	On 29th April.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.  
The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior  
Accommodation for First and Second Class Passengers. The large size of these vessels ensures  
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried  
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

**DODWELL & CO., LIMITED,**  
GENERAL AGENTS. (17)

QUEEN'S BUILDINGS,  
Hongkong, 22nd February, 1906.

**A. LING & CO.,**  
FURNITURE STORE,  
PLATE GLASS AND CROCKERY  
WARE, &c., &c., and FOOCHOW  
LAQUERED WARE.  
68, QUEEN'S ROAD CENTRAL.  
Hongkong, 21st September, 1903. (2355)

**SIEN TING.**  
SURGEON DENTIST,  
No. 10, D'AGUIAR STREET  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st September, 1905. 2174

# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1903.

PROPOSED SAILINGS OF MAIL STEAMERS  
FOR

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO NEW YORK.

Steamers to COLOMBO		Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due at MARSEILLES (Brindisi 2 days earlier)	Due at PLYMOUTH (London 1 day later)	
				Saturday	Friday	
DONGOLA ...	8000	Mar. 10	MONGOLIA ...	7000	April 7	April 13
DELTA ...	8000	Mar. 24	MOOLTAN ...	10000	April 21	April 27
OCEANA ...	7000	April 7	MARMORA ...	10500	May 5	May 11
				Sunday	Saturday	
ARCADIA ...	7000	April 21	VICTORIA ...	7000	May 20	May 26
DEVANHA ...	8000	May 5	HIMALAYA ...	7000	June 3	June 9
DELHI ...	8000	May 19	INDIA ...	9000	June 17	June 23
DONGOLA ...	8000	June 2	CHINA ...	8000	July 1	July 8
OCEANA ...	7000	June 16	MOLDAVIA ...	10000	July 15	July 22
ARCADIA ...	7000	June 30	MONGOLIA ...	10000	July 29	Aug. 5
DELTA ...	8000	July 14	BRITANNIA ...	7000	Aug. 12	Aug. 19

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express  
Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time  
of booking.

In addition to the above Mail Steamers the following:—

INTERMEDIATE (non-transshipment) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Leave	Leave	Due at
	HONGKONG	SINGAPORE	LONDON
NUBIA	about	about	about
NUBIA	Mar. 14	Mar. 23	Apr. 23
JAVA	Mar. 28	Apr. 6	May 12
FORMOSA	Apr. 11	Apr. 20	May 26
CEYLON	May 23	June 1	July 6
MANILA	June 6	June 15	July 20

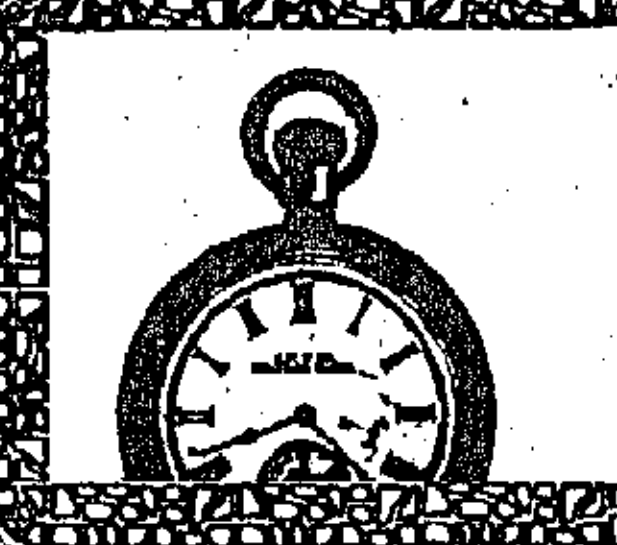
These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

† "SUMATRA" and "NUBIA" call at MARSEILLES.

† "JAPAN," "JAVA" and "FORMOSA" carry only First Saloon Passengers.

For Passage apply to **E. A. HUNWITT,** Superintendent. (2707)

Hongkong, 6th January, 1906.



**WALTHAM  
WATCHES**

12,000,000 of these  
watches now in use.  
All Waltham  
watches are guar-  
anteed by American  
Waltham Watch  
Co., the largest  
watch movement  
manufacturing  
concern in the world.

Hongkong, 27th February, 1906. (2)

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENVORLICH."

Captain Thomson, will be despatched as above

on or about the 15th March.

To be followed by s.s.

"BENEDI."

About the 25th March.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 28th February, 1906. 516

DAMPFSCHIFFS-RHEDEREI "UNION"

ACTIEN-GESELLSCHAFT.

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"VERONA."

Captain Dobrow, will be despatched for the

above Port on or about WEDNESDAY, 21st

March.

For Freight, apply to

CARLOWITZ & CO.,

Agents.

Hongkong, 21st February, 1906. (485)

For Nervous

Exhaustion

CHAPOTEAU'S

Phosphoglycerate

OF LIME

The modern restoration

of the nervous system.

For brainworkers, profes-

sional men, teachers, students,

etc., and in debility, animal

losses, dyspepsia of nervous

origin and insomnia



